

AMENDMENTS TO THE SPECIFICATION:

At **page 13, line 13**, kindly delete the current paragraph commencing at that location and insert the following replacement paragraph therefore.

-- We have tested Jacquard woven airbags coated and laminated with different materials. The airbag is first inflated to and maintained at 10 psi air pressure, then a 13 lb., 1.5 ft. long concrete block was laid on one area of the bag and allowed to slide back and forth. A Jacquard bag coated with 1.2 oz/yd² polyurethane showed significant increase in air leakage rate after 5 cycles of concrete sliding abrasion. To see if an extra layer of heavy fabric would protect the airbag from such abrasion, a 420 denier, 49X49 plain weave airbag fabric was laminated on a coated Jacquard woven bag. The 420 denier fabric had many broken filaments in a few cycles. In about 25 cycles, the yarns perpendicular to the concrete sliding direction were all broken and removed by the sliding abrasion. After 25 cycles, the remaining laminated 420 denier fabric provided very little protection for the Jacquard woven bag against the sliding abrasion. A 3 mil thick ~~Duraflex PT 9400~~ DURAFLEX PT 9400 polyurethane film was laminated to a coated Jacquard woven airbag. After 110 cycles of sliding abrasion using the same concrete, no visual damage or change in bag leakage was observed. This finding indicates surprisingly better abrasion resistance of a thin elastomer film than a heavy industrial fabric. - -

At **page 16, line 1**, kindly delete the current paragraph commencing at that location and insert the following replacement paragraph therefore.

-- 1. Triple layer sandwich — On at least the side facing the exterior of a vehicle, the airbag has a fabric/elastomer/fabric three layer structure (FIG. 12C). The outer fabric layer provides some abrasion resistance and combines with the strength of the inner fabric layer to provide puncture resistance. The middle elastomeric layer provides abrasion resistance and the low gas permeability to allow the airbag to stay inflated for a desired length of time at a desired pressure. The elastomeric layer can also function as an adhesive layer to bond the outer and inner fabric layers together. The choice of fabric constructions is crucial in obtaining the desired puncture resistance. To obtain the desired puncture resistance, it is preferred that the fabric be constructed from high strength yarn such as high tenacity Nylon, polyester, polyethylene (such as Spectra SPECTRA[™]), and aramids (such as Kevlar KEVLAR[™]). The fabric should have high yarn density to prevent sharp objects from going through the yarn interstices. It is also desirable for the sandwich to be thin so that the whole airbag can be packed into a small volume. Therefore, fabrics from small denier yarn at high pick and end counts are preferred. - -

At **page 23, line 22**, kindly delete the current paragraph commencing at that location and insert the following replacement paragraph therefore.

-- Of particular interest as the desired films are polyurethanes, although any film which possesses the same desired tensile strength and elongation characteristics noted above may function within this inventive low permeability airbag

cushion. Copolymers of polyurethanes, polyamides, and the like, may be utilized, as merely one type of example. Also, such films may or may not be cross-linked on the airbag surface. Preferably, the film is a polyurethane and most preferably is a polycarbonate polyurethane or a polyurethane film based on polytetramethylene glycol diol (available from Deerfield Urethane, Inc., Ivyland, PA, under the tradename ~~Dureflex~~ DUREFLEXTM PT9400). This specific film exhibits a tensile strength of 8,000 psi and an elongation at break of about 600%. Such a film may be added in an amount of as low as about 0.5 mils or ounces per square yard on the desired cushion and still provide the requisite high characteristic leak-down time. Of course, any other film meeting the characteristics as noted above is encompassed within this invention; however, the addition weights of other available films may be greater than this preferred one, depending on the actual tensile strength and elongation properties available. However, an upper limit of about 10.0 mils or ounces per square yard should not be exceeded to meet this invention. The desired films may be added in multiple layers if desired as long the required thickness for the overall coating is not exceeded. Alternatively, the multiple layer film/coating system may also be utilized as long as at least one film possessing the desired tensile strength and elongation at break is utilized and the requisite low permeability is exhibited. - -

At **page 23, line 16**, kindly delete the current paragraph commencing at that location and insert the following replacement paragraph therefore.

-- First, an adhesive primer formulation was produced having the composition:

<u>Component</u>	<u>Parts by Weight</u>
Desmoderm <u>DESMODERM</u> ® 43195 (Bayer Corporaiton, polyurethane resin)	25 grams
Dimethylformamide (Aldrich, solvent)	75 grams
Desmodur <u>DESMODUR</u> ® CB-75N (Bayer, polyisocyanate adhesion promoter)	4 grams --